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CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/085243
CC&W
October 9, 1985

To: Land Use Committee.

Subject: Bathurst Quay Sub-Area Amendment Plan, submitted by Harbourfront Corporation.

Origin: Commissioner of Planning and Development. (c71luc85582:81)

Comments:

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1. BACKGROUND:

In September 1985 Harbourfront Corporation submitted the Bathurst Quay Sub-Area Amendment Plan for Council's review and approval. The purpose of this Plan was to propose certain amendments to the Bathurst Quay Sub-Area Plan, which Council had approved in August 1983.

Briefly, these amendments affect the overall amounts and distribution of residential densities on the Quay; the assisted housing count; the configuration of certain development parcels; the distribution of publicly accessible open space; and the configuration of certain building envelopes. They also take into account the transfer of the 135 assisted housing unit requirement from John Quay. Harbourfront Corporation will also be required to seek certain amendments to both the Harbourfront Official Plan and Zoning By-law to permit additional residential density for those sites (Parcels 7, 8 and 9) from which this Plan proposes that residential density be transferred in the short term.

In accordance with the Master Agreement, this Plan has been circulated to various departments and agencies for comment (see Appendix B). All comments were forwarded to Harbourfront Corporation for information and response, and amendments made as necessary (see Appendix C). This Plan has also been reviewed by my Department.

Appendix A contains the final text of the Bathurst Quay Sub-Area Amendment Plan in its entirety.

2. DESCRIPTION OF THE PROPOSED SUB-AREA PLAN

This Sub-Area Amendment Plan is mainly concerned with the area of Bathurst Quay located within the block bounded by Bathurst Street to the east, Lake Shore Boulevard to the north, Stadium Road to the west and "North Street" to the south. The area of this block is 10 571 square metres.

This area is currently the site of an historically listed service station at the intersection of Stadium Road and Lake Shore Boulevard and some temporary structures which house the Harbourfront Motessori Day Care Centre at the intersection of Bathurst Street and the Queens Quay West extension. The previous plan also divided the block into three developments parcels: Parcel 1A, which included the service station; Parcel 1, which had been allocated to City Housing with a residential GFA of 11 700 metres square metres (or approximately 140 units); and Parcel 6, which had been allocated as a private housing site with a residential GFA of 15 660 square metres and a non-residential GFA of 1 050 square metres.

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DEC 24 1985 Municipal Reference

The Amendment Plan proposes that out of the same area three different development parcels be created: Parcels 1A, 1B and 6 (as indicated on Map 4.3 of the Plan). These parcels would be approximately 2 396 square metres, 5 014 square metres and 3 610 square metres, respectively. The combined land area remains unchanged.

Parcel 1A and 1B are proposed as sites for assisted housing, with a residential GFA of approximately 13,200 (or approximately 132 units) and 13 600 square metres (or approximately 162 units), respectively. Parcel 6 would remain a private market residential site with a residential GFA of 14 610 square metres and non-residential GFA of 1 050 square metres.

While the original Sub-Area Plan contains 2 790 square metres of publicly accessible open space in this area, this Plan proposes that this be reduced to approximately 1 422 square metres. This reduction occurs, in large part, because of the increase in the family housing count in this area, and the necessity to provide these units with adequate open space at grade. The reduction of publicly accessible open space will be made up in other areas of the Quay as identified in the Amendment Plan.

3. OFFICIAL PLAN AND ZONING BY-LAW

The Harbourfront Official Plan includes the whole of the Sub-Area within Mixed-Use Area E - Bathurst Quay. Section 8.5.1 states that the area to the west of Bathurst Street shall be regarded as an area of generally low intensity development and primarily residential uses providing a substantial component of housing suitable for families with children. The Official Plan also states that it is an objective of Council that approximately 50 per cent of new developments on Bathurst Quay be assisted housing. The Official Plan permits a maximum coverage of 0.98x the are of the lot.

The density permitted by the Zoning By-law for the whole of Area F is a maximum combined GFA of 119 250 square metres of which the residential portion cannot exceed 99 038 square metres and the non-residential portion 29 307 square metres. The overall increase of 17 298 square metres GFA on Bathurst Quay proposed by this plan will require amendments to both the Harbourfront Official Plan and the Zoning By-law. However, it should be emphasized that Harbourfront Corporation proposes that this density be transferred first from the residential density already allocated to Parcels 7, 8 and 9 (which would not require these amendments), and then replaced through the Official Plan and Zoning By-law amendments. This would eventually increase the residential gross floor area up to a maximum of 116 336 square metres, and the maximum combined GFA to 136 548 square metres.

The existing height limits on Parcels 1A, 1B and 6 permit buildings up to a height of 25 metres generally, with Height Flexibility Zone 6 permitting buildings to exceed that height for a frontage up to 196 metres on Queen's Quay and 174 metres on Lake Shore Boulevard between Stadium Road and Spadina Quay. The proposed building envelopes comply with the Zoning By-law.

4. PLANNING CONSIDERATIONS

Although all planning issues that arose during the review of the original draft of this Plan have been resolved and the Plan amendment accordingly, the major issues are discussed below.

4.1 Increase Residential Density

The amendments proposed by this plan, coupled with the proposed Official Plan and Zoning By-law amendments, affect the overall amounts and distribution of residential densities on the Quay and the assisted housing count. Specifically, these changes would increase the amount of residential GFA on the quay by 17 298 square metres. This is to be allocated to re-defined parcels 1A and 1B, and to take into account certain technical adjustments made to other parcels. The effect of this is to increase the anticipated number of dwelling units on Bathurst Quay from approximately 959 (contained in the original plan) to approximately 1,135 units. In accordance with Section 8.5.2 of the Harbourfront Official Plan, 50% of this revised total, or 567 units, should be made available for assisted housing. With the addition of John Quay assisted housing requirement of 135 units, which was previously transferred to Bathurst Quay by Council, the required combined total of assisted units required on Bathurst Quay is approximately 702 units. The actual number of assisted units now being proposed in the Phase One area is approximately 666. The number of private market units stays the same at approximately 240.

The Harbourfront Official Plan also sets out a number of other housing objectives that were considered in the review of this plan. Briefly, these are that 30 percent of all housing should be assisted; 35 percent should contain 2-bedrooms or more, 10-20 percent of all housing should be suitable for families with children; one third of the assisted housing should be suitable for families with children; 50 percent of the family housing should be assisted; and a significant proportion of 3-bedroom units should be provided.

In my report on the Bathurst Quay Sub-Area Plan, I discussed the housing goals set out in the Harbourfront Official Plan as they applied to Phase One of Bathurst Quay. Briefly, amongst other things, I concluded that there may be some difficulty in reaching

the family target as a result of the competing site plan objectives; that the estimated 18 percent proportion of 3-bedroom units contained in the draft plan be encouraged in similar proportion in subsequent phases; and I supported Harbourfront's position that the provision of group homes in certain projects not be penalized for displacing family units and thus lead to an inability to meet the family housing goals.

The proposed amendments have an affect on all of these matters. First of all, the proponents for group homes have been withdrawn from this Plan, permitting additional family units at grade on Parcel 2B. Secondly, the revision to the site plan permits more units at grade that can be used for family housing than the previous plan. My review of this suggests that a family count of between approximately 243-253 can be achieved, which represents approximately 39 percent of the assisted units in the Phase One area (compared to the Official Plan target of 33 percent); and 23 percent of the total number of units now permitted on Bathurst Quay (compared to the 10 to 20 percent of all housing targeted for family units). Finally, approximately 18 percent of the assisted units contained within this area would consist of 3 or 4-bedroom units. This remains the same as the 18 percent proportion contained in the original Plan.

With this plan, Harbourfront Corporation meets most of the combined assisted housing requirements of the original Bathurst Sub-Area Plan and John Quay in approximately the same assisted area of the original Bathurst Sub-Area Plan. However, there is a shortfall of approximately 50 assisted units that will have to be made up elsewhere on the Quay for the combined assisted housing requirements to be met. I am satisfied that this requirement can be met elsewhere on the Quay, and recommend the acceptance of the Amendment Plan to your Committee on this basis.

The following summary shows the current breakdown of assisted units on Bathurst Quay and the anticipated number of units to be developed in the future.

RESIDENTIAL UNITS ON BATHURST QUAY

Parcel	B	1	2	3	4	Family	Total
1A	0	3*	94-114*	3-13*	0	18-29*	132*
1B	0	95	64	2	1	49	162+
2A	0	5	22	26	2	50	55
2B	0	19	48	33	10	35	110
3	8	48	36	14	0	50	106
4	0	30	55	15	1	40	101
Assisted Total	8	200	319-339	92-103	14	242-253	666
5							120.
6.							120.
Phase One Total							906
Later phases (East of Bathurst)							
7							(
8							(229.
9							(
Grand Total for Bathurst Quay							1,135

* Based on Reuber Massing Study.
\+ Based on Cityhome Development Review Application.
. Harbourfront Estimate.

4.2 Reduction of Publicly Accessible Open Space

Council's public open space objectives in Harbourfront are contained in Section 4.1 of the Harbourfront Official Plan. The Plan states that Council will seek to secure the provision of not less than 40 acres of land with Harbourfront not covered by buildings or public street pavements. Such spaces will be for recreational uses. The purpose of this objective is to ensure that Harbourfront remains a highly public area throughout its entire land area.

The approved Bathurst Quay Sub-Area Plan proposed a total of 2 790 square metres of open space accessible to the public in the area of Parcels 1A, 1B and 6. This Plan reduces that total to 1 204

square metres in the same area. This total consists of sidewalks and building setbacks along street frontages and a mid-block pedestrian route through Parcel 1B, the Cityhome parcel, that connects the sidewalk on Lake Shore Boulevard to the sidewalk of "North Street".

The major reasons for this reduction are the increased ground area of buildings occupying the site, and the increased requirement for grade related private open space related to the variance in the family count. Finally, Harbourfront Corporation has suggested that the cost restrictions of locating shared open space on building roofs in this area has meant that the balance of the open space is largely taken up by the shared open space requirement for the residents. In this regard, the amount of shared open space contained in the proposed amendment does meet the By-law requirement and is acceptable.

Within the context of Official Plan Section 4.1, Harbourfront Corporation proposed that the loss of public accessible open space will be made up elsewhere within Harbourfront lands. After review and discussion with the staff of Harbourfront, it was agreed that this shortfall would be made up on Bathurst Quay in the areas identified. I am satisfied that the reduction of publicly accessible open space on these sites is acceptable from a public point of view, given the increased public benefit of additional assisted and family units on these sites, and that the area is made up elsewhere so that the City's overall public open space objective at Harbourfront will still be met.

4.3 Building Envelopes and Urban Design Considerations

The building envelopes contained in this Plan are in general conformity with the general site plan objectives contained in the approved Bathurst Quay Sub-Area Plan, the Harbourfront Official Plan and Zoning By-law.

Briefly, Parcels 1A, 1B and 6 are located in HFZ-6, which permits buildings to exceed the general 25 metre height limit to a combined frontage of approximately 174 metres along Lake Shore Boulevard and 196 metres on Queen's Quay between Stadium Road and Bathurst Quay. This Plan proposes that buildings penetrate the 25 metre height limit for a combined frontage of 126 metres on Queen's Quay and 100 metres along Lake Shore Boulevard which is currently permitted by the Zoning By-law. The amount of area left clear by overviews above the 25 metre height limit is satisfactory.

While the actual height of building penetration is not a matter dealt with by the By-law, it is a concern on the Parcel 1A due to its close physical relationship to the existing Dylex building to

the west across Stadium Road and the low-rise dwellings to the south. After review and discussions with Harbourfront Corporation staff, it was decided to reduce the amount of density allocated to Parcel 1A by the proposed draft plan to ensure that the building would not have to exceed a height of 12 storeys. It should be pointed out that this revision to the draft plan does not reduce the family unit count at all.

In general, the lower, street-related portions of each development are three-and-a-half storeys tall and contain the bulk of the family units. These buildings are well below the general 25 metre height limit. I also am satisfied with the report of SNC, Harbourfront Corporation's noise consultants, that the configuration and height of these buildings adequately buffers noise from Lake Shore Bouelvard on the open spaces located to the south as is required by Section 6.2 of the Harbourfront Official Plan.

In the draft plan, Harbourfront Corporation proposed that the view corridor required at Bathurst Street could be preserved even with a newly proposed 6-metre high parking structure in its way. The Bathurst Quay Sub-Area Plan, by comparison, had permitted a structure to a height of 1.5 metres above grade in this view corridor. Harbourfront Corporation argues that the additional height is required to permit another level of parking above grade for the private market Parcel 6 should it be required. It also argues that there is no existing low level view because of the obstruction caused by the existing Esso Service Station at the foot of Bathurst Street at Lake Shore Boulevard. I am of the opinion that service station structures come and go, but that a major 2-storey structure, such as a parking garage, would be a permanent obstruction in the view corridor. Should Parcel 6 require more parking than originally contemplated when it is actually developed, I am prepared to consider acceptable urban design alternatives which preserve the view corridor. Accordingly, I see no reason to amend the existing 1.5 metre height limit on this parcel.

5. CIRCULATION OF THE PLAN

The comments received through the circulation of this Plan are summarized and commented upon as follows:

5.1 Department of Public Works

The Commissioner of Public Works advises me in his letter of October 4, 1983, that parking and service access to Parcel 1A on Stadium Road is acceptable, under the conditions listed in his report. He recommends that the drop-off zone be located on "North Street" rather than off Lake Shore Boulevard. These

recommendations were made in response to Harbourfront Corporation's letter of October 1, 1985 (see Appendix C), in which concern was expresed that the recommendations contained in the Commissioner's letter of September 26, 1985, could adversely affect the family unit count on Parcel 1A.

The Commissioner also advised me in his letter of September 26, 1985, that a revised Noise Impact Statement was required. This is currently being reviewed by the Commissioner. I have been verbally advised that he anticipates no problem in this regard.

5.2 Metropolitan Planning Department

The Metropolitan Commissioner of Planning has no objections to these proposals.

5.3 Toronto Transit Commission

I have been verbally advised that the T.T.C. has no problems with the proposed Bathurst Quay Sub-Area Amendment Plan. This will be confirmed by letter.

5.4 Ministry of the Environment

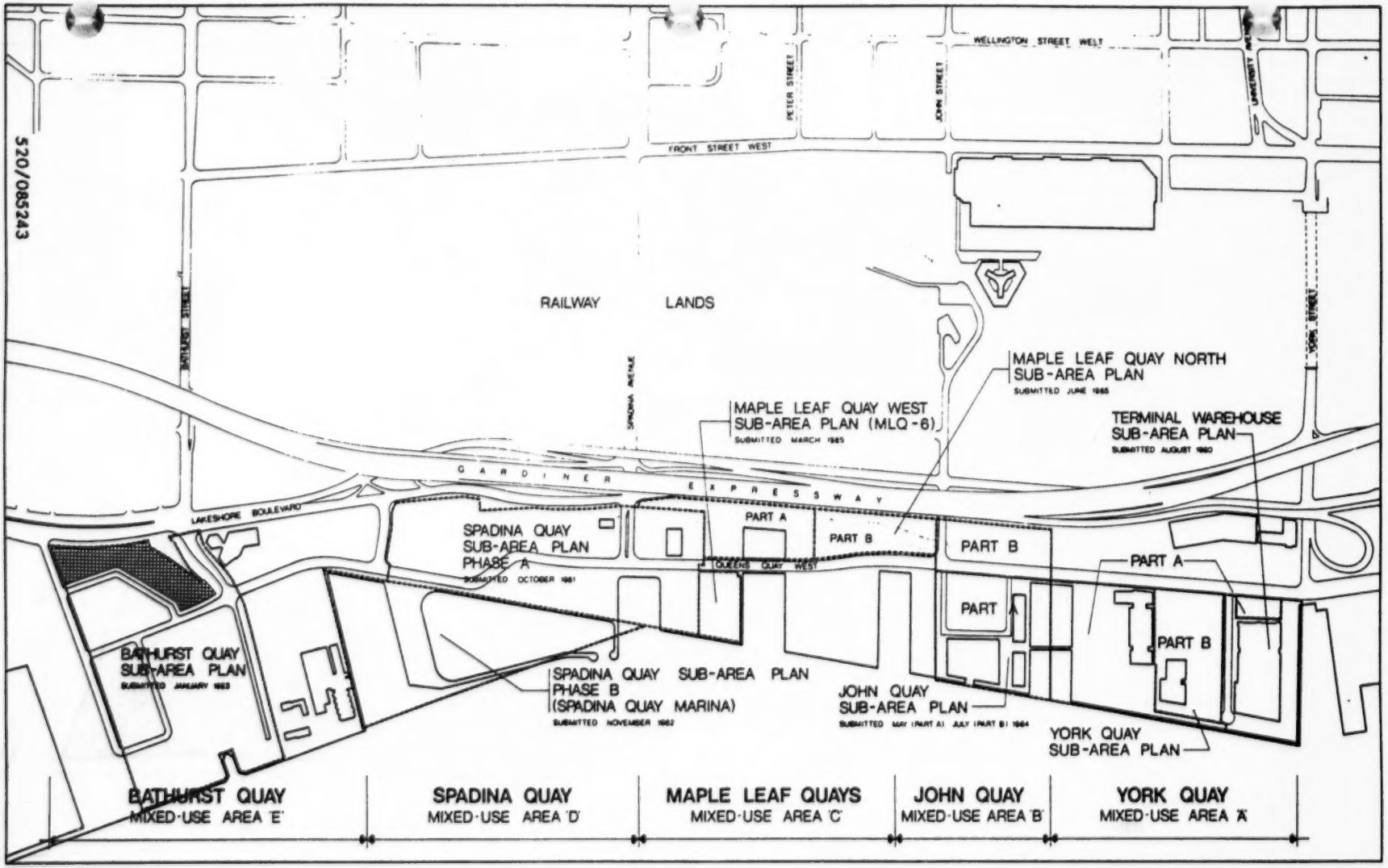
I have been verbally advised by staff of the Ministry of the Environment that the proposed Bathurst Quay Sub-Area Amendment Plan is acceptable from a noise impact point of view. The treatment of micro-climate impact, energy conservation and air, water and soil quality remain as discussed in the Bathurst Quay Sub-Area Plan, and are acceptable to the Ministry. This will be confirmed by letter.

Recommendation

1. That your Committee recommend that City Council approve the Bathurst Quay Sub-Area Amendment Plan text, Tables 3.1, 3.2 and 3.3 and Maps 4.1 to 4.8, all as revised by the City and attached as Appendix A to this report.

Stephen G. McLaughlin
Commissioner

RG/tc/jd

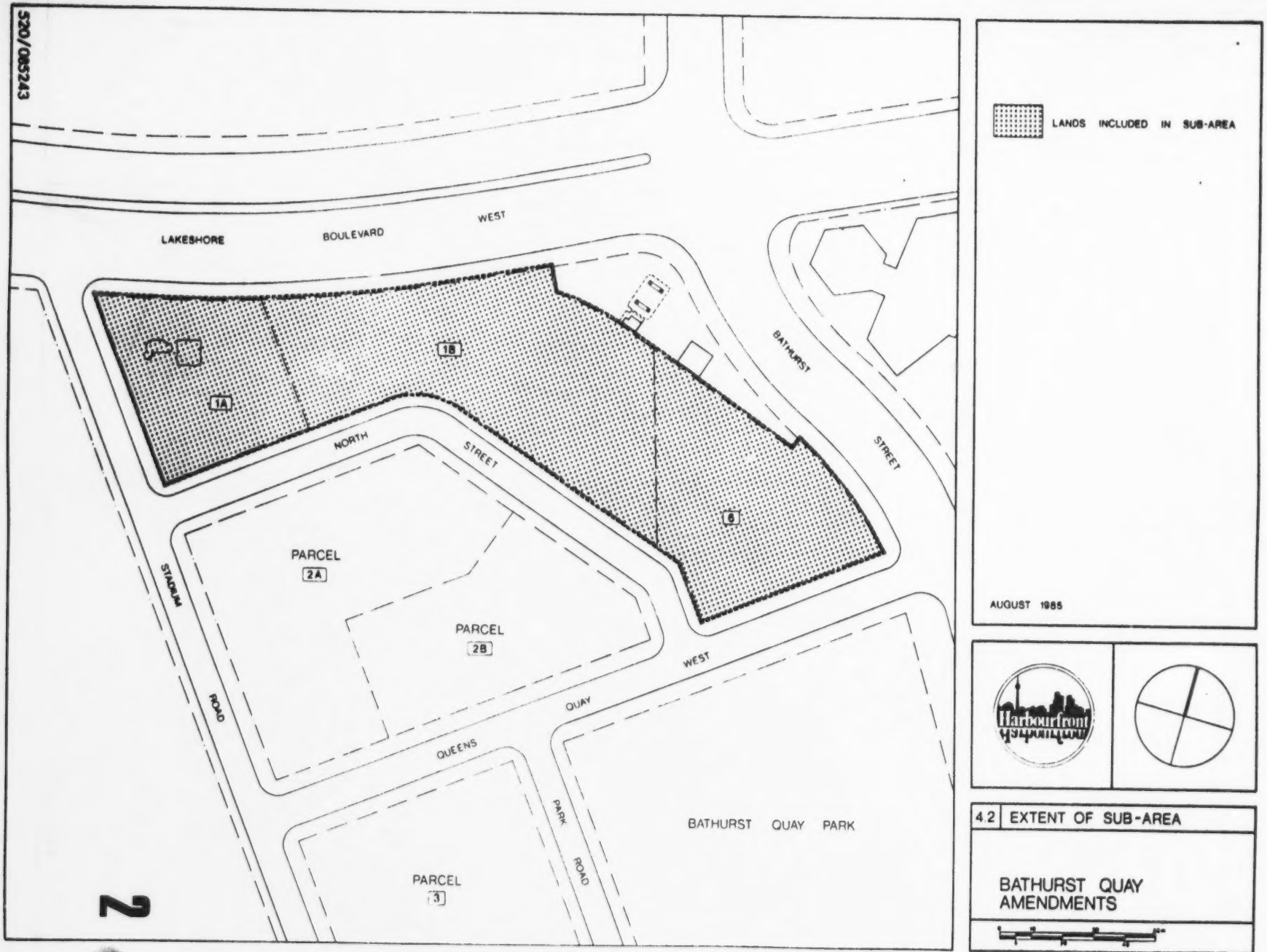


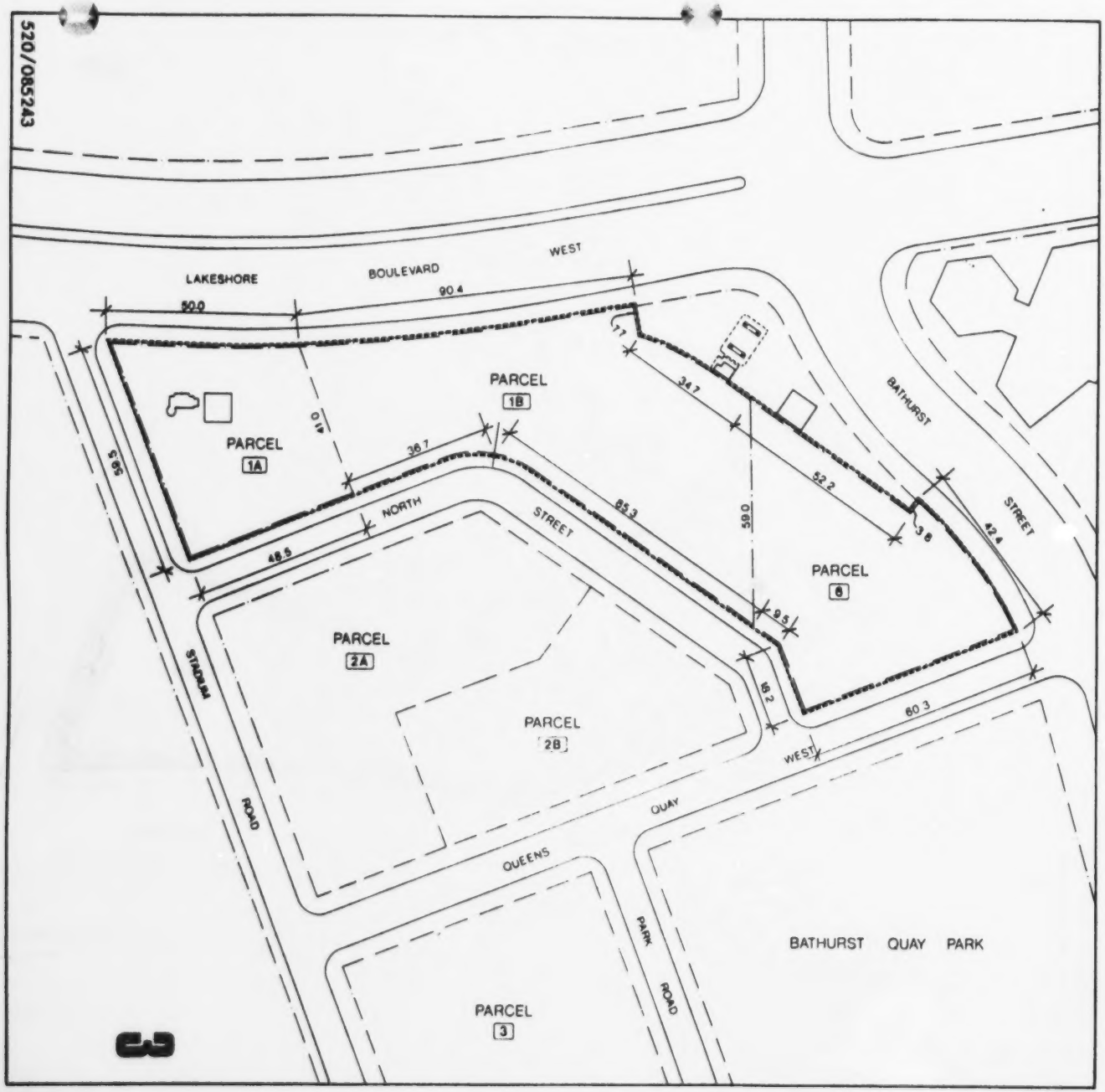
AMENDED AREA

Scale in meters

4.1 CONTEXT

BATHURST QUAY AMENDMENTS


S20/085243
LAKESHORE BOULEVARD WEST
1A
1B
6
BATHURST STREET
NORTH STREET
PARCEL 2A
PARCEL 2B
STADIUM ROAD
QUEENS QUAY WEST
PARCEL 3
PARK ROAD
BATHURST QUAY PARK
LANDS INCLUDED IN SUB-AREA
AUGUST 1985
Harbourfront
4.2 EXTENT OF SUB-AREA
BATHURST QUAY AMENDMENTS



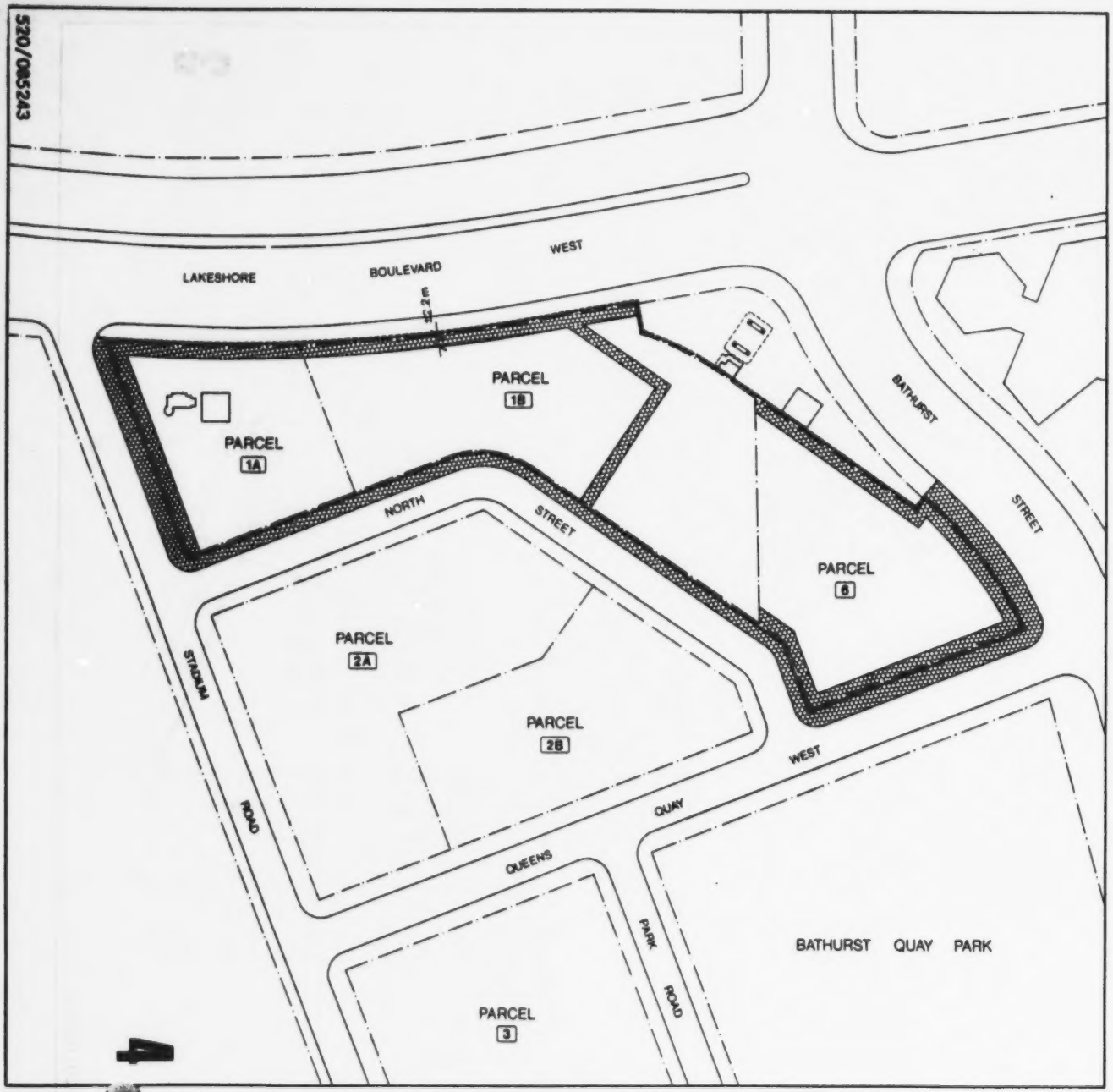
NOTE: DIMENSIONS ARE APPROXIMATE AND WILL BE CONFIRMED BY SURVEY

AUGUST 1985

Harbourfront

4.3 PARCELS & DIMENSIONS

BATHURST QUAY AMENDMENTS



PUBLICLY ACCESSIBLE OPEN SPACE

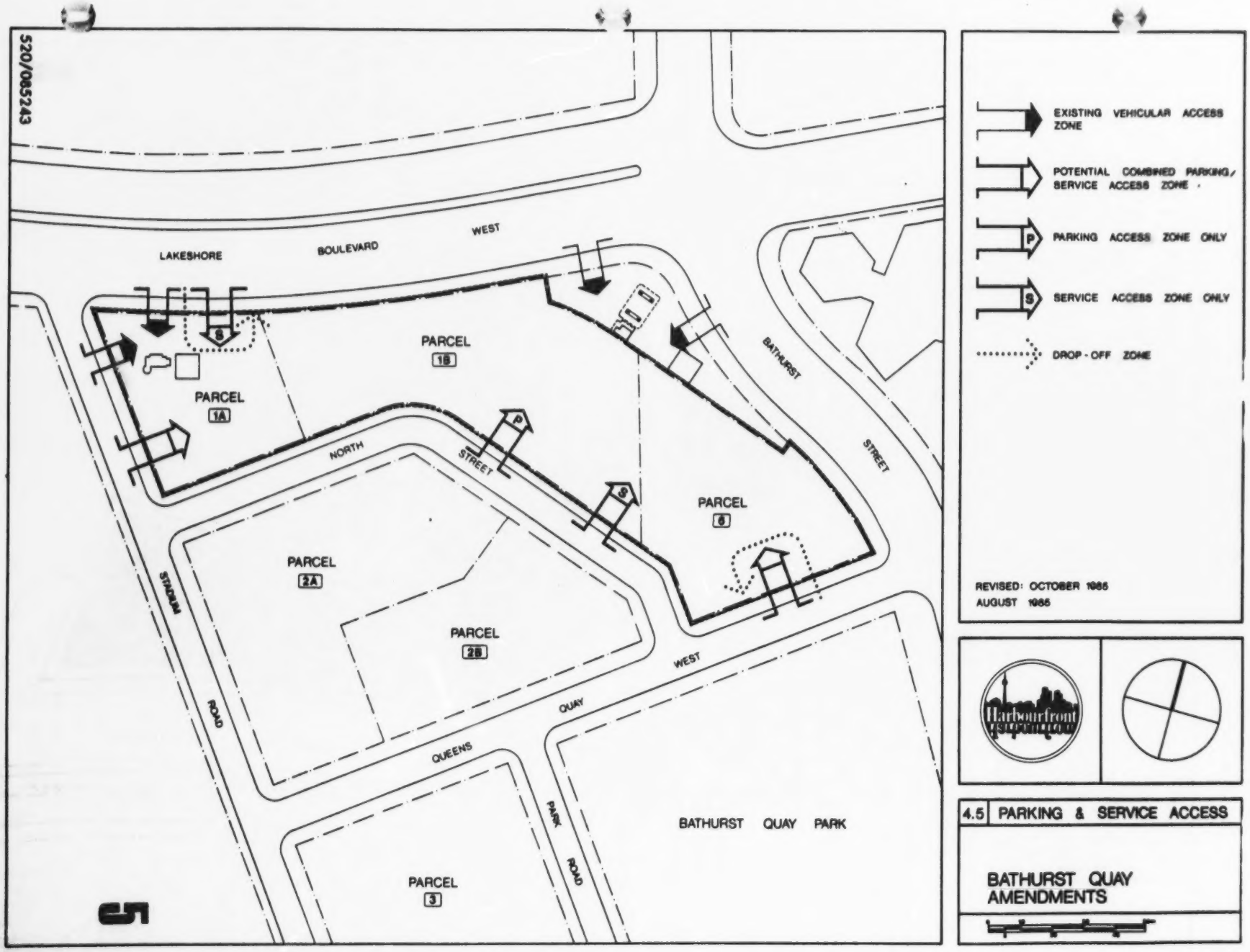
PARCEL 1A - ±269 m²
PARCEL 1B - ±460 m²
PARCEL 6 - ±548 m²

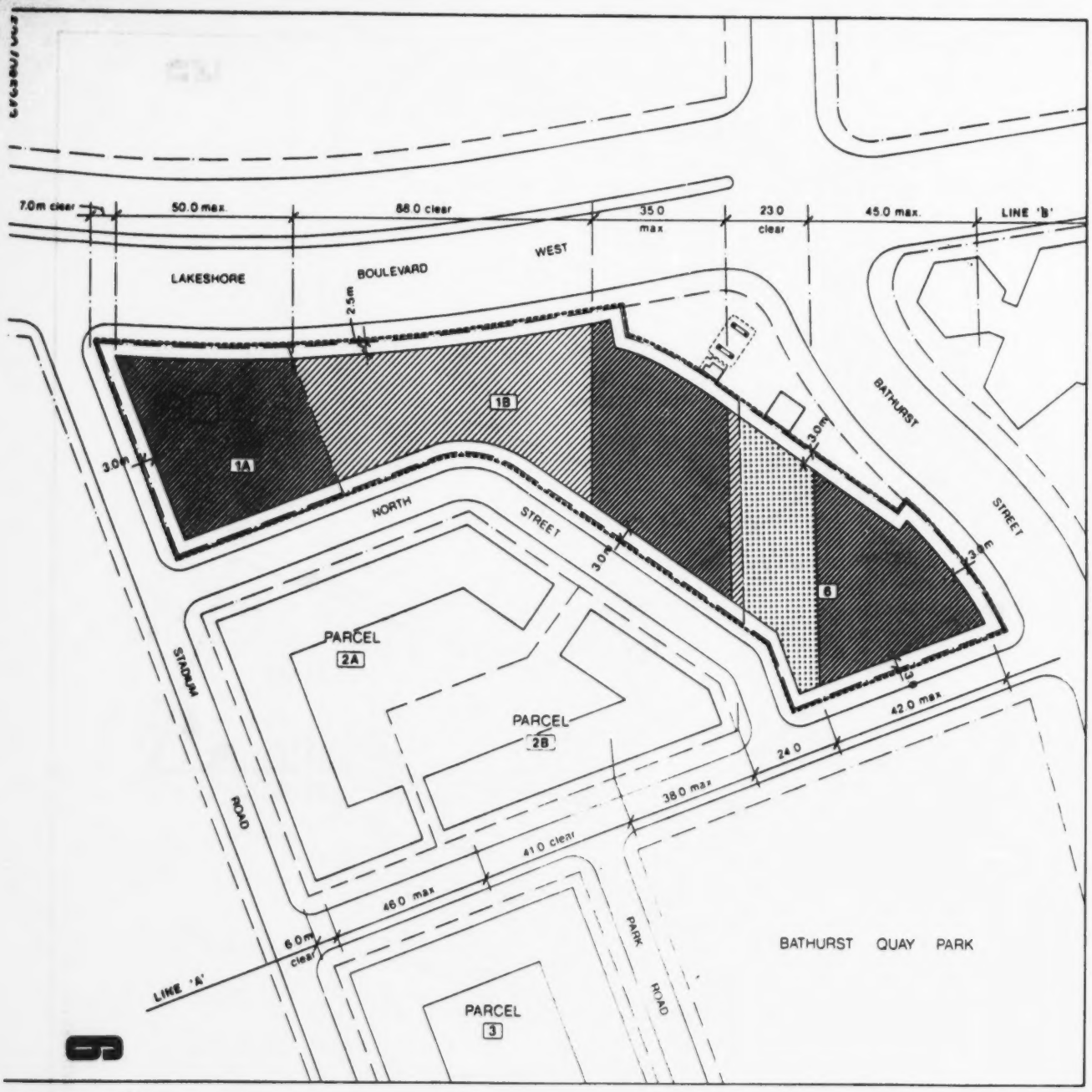
REVISED: OCTOBER 1985
AUGUST 1985

Harbourfront

4.4 OPEN SPACE LOCATION

BATHURST QUAY AMENDMENTS


520/085243
LAKESHORE BOULEVARD WEST
PARCEL 1A
PARCEL 1B
PARCEL 2A
PARCEL 2B
PARCEL 3
PARCEL 6
NORTH STREET
BATHURST STREET
STADIUM ROAD
QUEENS QUAY WEST
PARK ROAD
BATHURST QUAY PARK
P
S
EXISTING VEHICULAR ACCESS ZONE
POTENTIAL COMBINED PARKING/ SERVICE ACCESS ZONE
PARKING ACCESS ZONE ONLY
SERVICE ACCESS ZONE ONLY
DROP-OFF ZONE
REVISED: OCTOBER 1985
AUGUST 1985
Harbourfront
4.5 PARKING & SERVICE ACCESS
BATHURST QUAY AMENDMENTS



EXISTING BUILDINGS / BUILDING ENVELOPES APPROVED IN BATHURST QUAY SUB-AREA PLAN

16.5 m ABOVE FIN. ELEVATION OF QUEENS QUAY WEST IN VIEW CORRIDOR

UP TO 25.0 m

OVER 25.0 m

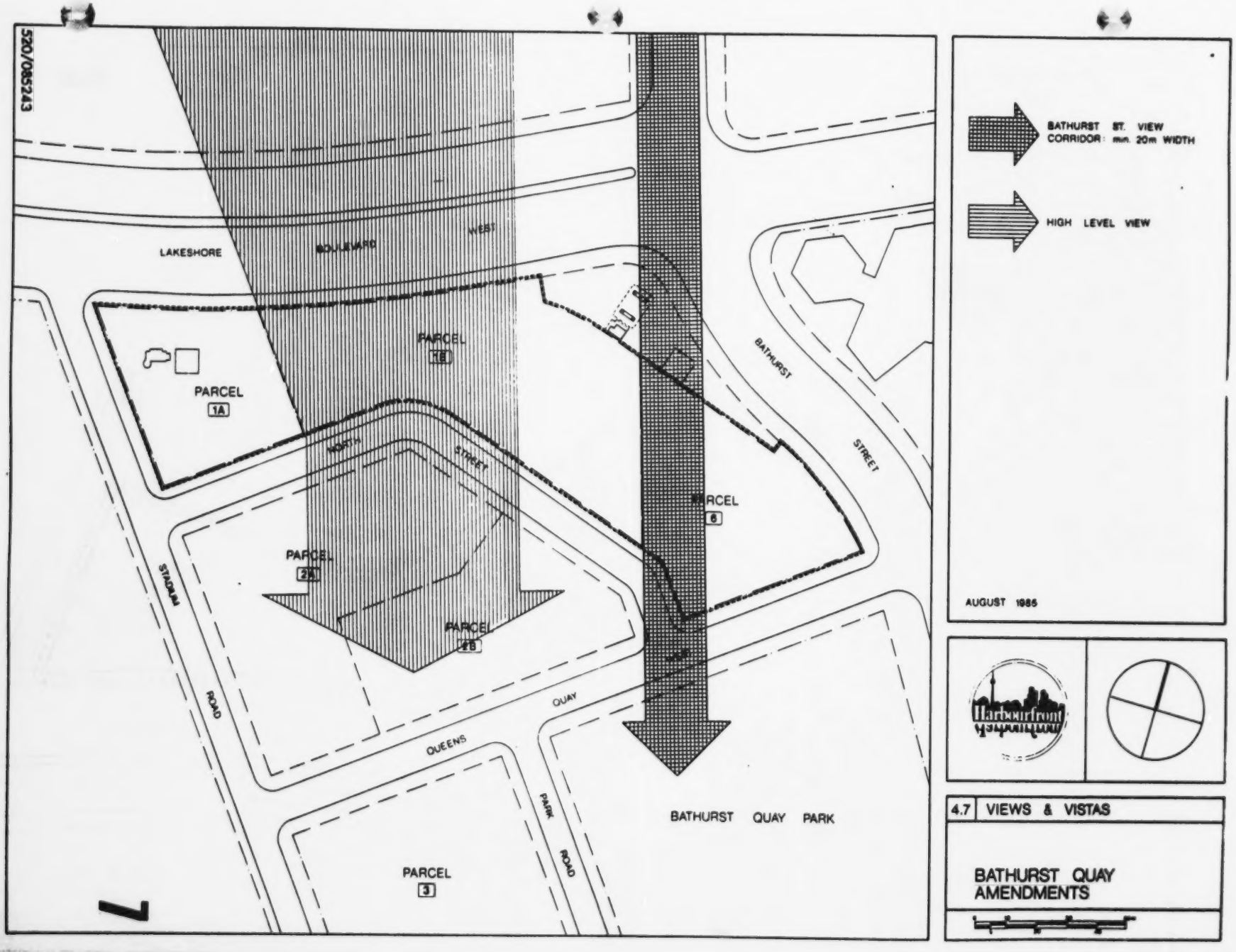
HEIGHT FLEXIBILITY ZONE 8:
TOTAL UNOBSTRUCTED LENGTH
ALONG LINE 'A' - 164.0 m
ALONG LINE 'B' - 206.0 m

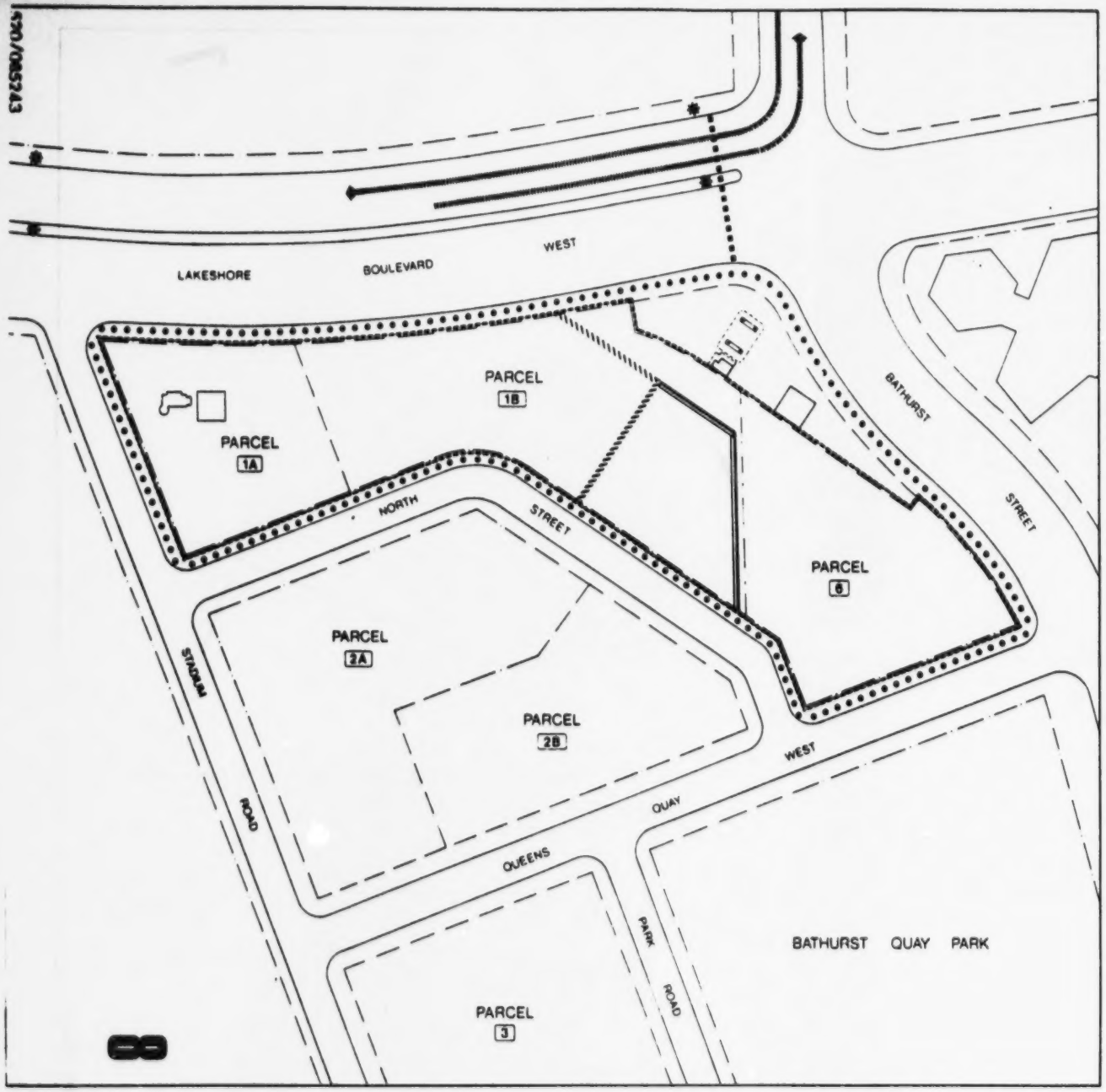
AUGUST 1985

Harbourfront

4.6 BUILDING ENVELOPES

BATHURST QUAY AMENDMENTS


520/085243
LAKESHORE
BOULEVARD
WEST
PARCEL 1A
PARCEL 1B
NORTH
STREET
PARCEL 2A
PARCEL 2B
PARCEL 6
BATHURST
STREET
STADIUM
ROAD
QUEENS
QUAY
PARK
ROAD
PARCEL 3
BATHURST QUAY PARK
BATHURST ST. VIEW CORRIDOR: min. 20m WIDTH
HIGH LEVEL VIEW
AUGUST 1985
Harbourfront
4.7 VIEWS & VISTAS
BATHURST QUAY AMENDMENTS



SIDEWALKS

WALKWAYS

PEDESTRIAN CROSSINGS

EXISTING BATHURST STREET CAR ROUTE

EXISTING TRANSIT STOPS

ALTERNATE WALKWAY

AUGUST 1985

Harbourfront

4.8 PEDESTRIAN CIRCULATION / PUBLIC TRANSIT

BATHURST QUAY AMENDMENTS

Revised October 8, 1985

TABLE 3.1

PROPOSED USES AND GROSS FLOOR AREAS: COMPARATIVE TABLE

PARCEL	TOTAL UNITS		RESIDENTIAL GFA		NON-RESIDENTIAL GFA		COMBINED GFA		CS&F BONUS GFA	
	APPROVED	PROPOSED	APPROVED	PROPOSED	APPROVED	PROPOSED	APPROVED	PROPOSED	APPROVED	PROPOSED
1A	0	±132A	0	13,200	235	235	235	13,435	0	0- 600
1B	140A	162A	11,700	13,600	0	0	11,700	13,600	0- 499	0
2A	55A	55A	5,330	6,147	0	0	5,330	6,147	0- 150	0
2B	100A	110A	10,820	10,975	0	0	10,820	10,975	0- 150	0
3	100A	106A	9,565	9,165	0	0	9,565	9,165	0- 150	0- 150
4	95A	101A	8,610	10,236	0	0	8,610	10,236	0- 150	0
5	120	120	14,610	14,610	0-1,550	0-1,550**	16,160	16,160	0-1,550	0-1,550**
6	120	120	14,610	14,610	0-1,050	0-1,050**	15,660	15,660	0-1,050	0-1,050**
SUB TOTAL	730	906	75,245*	92,543	235 - 2,835	235 - 2,835	78,080	95,378	0-3,699	0-3,350
7,8,9	229	229	23,793*	23,793	17,377	17,377	41,170	41,170	1,352 -5,051	1,701 -5,051
GRAND TOTAL	959	1135	99,038	116,336	20,212	20,212	119,250	136,548	5,051	5,051

NOTES: * Sub-total of Parcels 1-6 inclusive previously shown as 74,345 instead of 75,245; this also results in change to total of Parcels 7-9 to 23,793 from previously indicated 24,693.

** Includes all required adjustments to non-residential Gross Floor Area figures included in Table 2 of the approved Bathurst Quay Sub-Area Plan and caused by arithmetic error noted in *, above.

All notes applicable to Table 2 of the approved Bathurst Quay Sub-Area Plan also apply to this table except where specifically noted in text.

Revised: October 8, 1985

TABLE 3.2

SUMMARY OF RESIDENTIAL GROSS FLOOR AREA/USES

PARCEL	APPROVED			ACTUAL			PROPOSED		
	No. of Units	Unit Type	Gross Floor Area (m^2)	No. of Units	Unit Type	Gross Floor Area (m^2)	No. of Units	Unit Type	Gross Floor Area (m^2)
1A	0	N/A	0				132	Assisted	13,200
1B	140	Assisted	11,700	162	Assisted	13,600	162	Assisted	13,600
2A	55	Assisted	5,330	55	Assisted	6,147	55	Assisted	6,147
2B	100	Assisted	10,820	110	Assisted	10,975	110	Assisted	10,975
3	100	Assisted	9,565	106	Assisted	9,165	106	Assisted	9,165
4	95	Assisted	8,610	101	Assisted	10,236	101	Assisted	10,236
5	120	Private	14,610				120	Private	14,610
6	120	Private	14,610				120	Private	14,610
TOTALS	490 240 730	Assisted Private	75,245				666 240 9	Assisted Private	92,543
7,8,9*	229	Private	23,793	REDUCED BY - 4,098			REDUCED BY - 17,298		

* This line indicates the amount of residential gross floor area remaining for allocation to Parcels 7, 8 and 9

Supplementary Table: October 8, 1985

T A B L E 3 . 3

CALCULATION OF AVERAGE ASSISTED UNIT GROSS FLOOR AREA

PARCEL	NUMBER OF UNITS	RESIDENTIAL GROSS FLOOR AREA square metres	AVERAGE GROSS FLOOR AREA square metres
1B	162	13,600	83.95
2A	55	6,147	111.76
2B	110	10,975	99.77
3	106	9,165	86.46
4	101	10,236	101.34
TOTAL	534	50,123	93.86*

* Assumed average unit gross floor area for establishing total residential gross floor area for Parcel 1A = 100 square metres/unit.

APPENDIX A

BATHURST QUAY SUB-AREA AMENDMENT PLAN

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4.3 Parcels and Dimensions
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Bathurst Quay Sub-Area Amendment Plan

1. INTRODUCTION

The Bathurst Quay Sub-Area Plan encompassing all of the Harbourfront lands west of Bathurst Street was submitted in January of 1983 and received City Council approval in August of 1983. This Sub-Area Plan submission constitutes an amendment to the Bathurst Quay Sub-Area Plan with respect to the parcels of land located between Lake Shore Boulevard, Stadium Road, "North Street", and the Queens Quay extension.

This amendment is the consequence of a series of recent developments. These developments include: an increase in the number of residential units proposed for construction by City-home, an overall increase in the proposed number of assisted residential units (due, in part, to the transfer of the John Quay assisted housing requirement to Bathurst Quay), an increase in the proposed number of units suitable for families with children and the deletion of the previously proposed group home facilities. As a result, this submission will deal with amendments to the development parcel configuration, open space provision, allocation of gross floor area and uses, building envelopes and parking, for all of the development parcels located within the Sub-Area boundaries.

This submission also takes into account amendments of a technical nature. These include amendments to the gross floor area allocations made in order to correct minor mathematical errors contained in Table 2 of the approved Bathurst Quay Sub-Area Plan and amendments made to bring the approved Sub-Area Plan into conformance with the review comments of the Metropolitan Toronto Planning Department.

This Sub-Area Plan has been prepared, with one exception (see Section 2.8.1), to be in conformity with the Harbourfront Official Plan, Zoning By-law 569-80, as amended, and the Master Agreement. For ease of reference the following sections are organized within the framework established by Section 4.1(a) of the Master Agreement.

2. BATHURST QUAY SUB-AREA AMENDMENT PLAN: TEXT

2.1 Sub-Area Plan Boundaries

The location of the Bathurst Quay Sub-Area Plan and the area affected by this amendment plan within the context of Harbourfront

and adjacent lands is indicated on Map 4.1, Context. The actual boundaries of the Sub-Area are shown on Map 4.2.

This area is entirely comprised of Parcels 1, 1A and 6 as originally designated in the Bathurst Quay Sub-Area Plan. The amendment development parcel plan for this area amends the parcel designations to Parcels 1A, 1B and 6. The total land area included in this Sub-Area amendment is approximately 10 571 square metres.

2.2 Location of Streets, Buildings and Development Parcels

Map 4.3 illustrates the proposed configuration of development parcels within the area subject to this Sub-Area Amendment Plan. No change is being proposed to the location, configuration or dimensions of the streets as approved in the Bathurst Quay Sub-Area Plan.

The amendment plan proposes three primary development parcels, Parcels 1A, 1B and 6 as indicated on Map 4.3. The development parcels shown in the approved Bathurst Quay Sub-Area plan were comprised of 4 431 square metres, 720 square metres, and 4 320 square metres for Parcels 1, 1A and 6 respectively. The re-configuration of the area creates parcels of approximately 2 396 square metres, 5 014 square metres and 3 610 square metres for Parcels 1A, 1B and 6 respectively. The combined land area of the parcels remains unchanged at 10 571 square metres.

Parcels 1A and 1B are intended for the development of assisted housing, Parcel 6 remains allocated for private market residential uses with non-residential uses at grade.

The existing gasoline service station structures located southeast of the intersection of Stadium Road and Lake Shore Boulevard and include on City Council's list of historical buildings are now located within an enlarged Parcel 1A. As contemplated in the Bathurst Quay Sub-Area Plan, Harbourfront Corporation, in conjunction with a future Parcel 1A proponent, will endeavour to incorporate these structures if feasible.

Parcel 6 now contains temporary structures which accommodate the Harbourfront Montessori Day Care Centre. These temporary structures will not continue to exist upon development of Parcel 6.

2.3 Existing Streets and Roadways

No amendments are being proposed.

2.4 Connections with Public Highways

No amendments are being proposed

2.5 Municipal Services

No amendments are being proposed to the Municipal Servicing strategy approved in the Bathurst Quay Sub-Area Plan. Existing and new services proposed are adequate to meet the anticipated additional service loads.

2.6 Location and Dimensions of Areas to be Offered for Public Parks

No amendments are being proposed.

City Council's approval of the Bathurst Quay Sub-Area Plan includes a recommendation that "Harbourfront notify the City in writing that, by March 1, 1984, it will execute, or have executed and registered against title, the agreements required by paragraph 7.1 of the Harbourfront Master Agreement and amendments to that paragraph for the Bathurst Quay Sub-Area." An amendment to the approved Bathurst Quay Sub-Area Plan is therefore required to bring it into conformance to the Commissioner's of Parks and Recreation report to City Council on the conveyance of the 5.0 acre park within the Bathurst Quay Sub-Area.

2.6.1 Location and Dimensions of Other Publicly Accessible Open Spaces:

No amendment is being proposed to the publicly accessible open space comprising the boulevard or sidewalk areas within this Sub-Area. The parcel configuration, proposed in this Sub-Area, requires changes to the areas of publicly accessible open space within the new parcels. As amended the parcel related publicly accessible open space will be primarily comprised of the following:

Parcel 1A:

Approximately 367 square metres of open space accessible to the public will be provided on Parcel 1A and will be located in the area indicated on Map 4.4. This area is comprised of set-backs from the street rights-of-way.

Parcel 1B:

Approximately 367 square metres of open space will be provided on Parcel 1B and will be located in the general area indicated on Map 4.4. This area is comprised of set-backs from parcel boundaries

and street rights-of-way, and of a major pedestrian walkway through the parcel.

Parcel 6:

Approximately 548 square metres of open space accessible to the public will be provided on Parcel 6 and will be located in the area indicated on Map 4.4. This area is comprised of set-backs from parcel boundaries and street rights-of-way.

The total proposed area of publicly accessible open space within this Sub-Area is approximately 1 204 square metres. The approved Bathurst Quay Sub-Area Plan proposed 2 790 square metres of open space accessible to the public for this same area. This reduction is the result of several considerations. The proposed increase in the number of units suitable for families with children results in a considerable increase in the requirement for grade-related private open space. This, coupled with the overly prohibitive construction costs associated with creating usable roof areas, has resulted in the allocation of parcel related open space primarily for private and shared recreation space uses as opposed to public open space uses. This shortfall will be made up elsewhere in Bathurst Quay.

The actual areas of parcel related open space will be identified at the time of development review.

2.7 Conceptual Design of Landscaping:

No amendments are being proposed.

2.8 Uses and Densities by Parcel:

Table 3.1, Proposed Uses and Gross Floor Areas, indicates the proposed uses and gross floor areas allocated to each of the three amended parcels. This table also takes into account the actual gross floor areas of the remaining parcels (2A, 2B, 3 and 4) for which building designs have been approved by City Council.

The proposed maximum gross floor areas are within a varying range of flexibility; ±15% for maximum residential uses and ± 25% for maximum non-residential uses up to the maximums permitted by the Zoning By-law, except for approved development projects, where calculations shown on Tables 3.1 and 3.2 are deemed to be accurate.

Table 3.1 sets out the gross floor area allocations as proposed in the approved Bathurst Quay Sub-Area Plan and the amendments being proposed in this Sub-Area Plan. With respect ot the parcels within this Sub-Area Amendment Plan, and for the remainder of the

Bathurst Quay Sub-Area, of the total of 119 250 square metres of combined residential and non-residential gross floor area permitted in Zoning By-law Are "F", ± 93 370 square metres of residential gross floor area and up to ± 3 735 square metres of non-residential gross floor area is allocated to Parcels 1 through 6. It should be noted that, notwithstanding the following section, Section 2.8.1, no additional gross floor area in excess of that permitted in the Zoning By-law is required to meet the development proposals, as amended, for Parcels 1 to 6, inclusive. Within this context, Harbourfront Corporation will be seeking amendments to the Harbourfront Official Plan and Zoning By-law to permit additional residential density on Bathurst Quay, specifically to re-establish the residential densities already approved for Parcels 7, 8 and 9 in the Bathurst Quay Sub-Area Plan.

2.8.1 Bathurst Quay Total Use and Density

As indicated by the discussion in Section 2.8 and as set out in Table 3.2, the proposed redistribution of residential gross floor area, principally to Parcel 1A, significantly reduces the available density for residential development east of Bathurst Street. The proposed Official Plan and Zoning By-law amendments will seek only to maintain that residential density, in accordance with the figures already contained in the approved Bathurst Quay Sub-Area Plan.

The actual additional residential density to be requested will be approximately 17 298 square metres. It is calculated taking into consideration the following two factors. First, the approved Bathurst Quay Sub-Area Plan proposals for the total number of units and total residential gross floor area allocation were estimates based on an assumed project residential unit number, size and type mix characteristics. Although Harbourfront Corporation issued design guidelines to the assisted housing producers which strictly controlled the gross floor area within each development to insure conformity with the approved Sub-Area Plan, Harbourfront Corporation granted Cityhome and the Co-operatives additional residential gross floor area as they deemed necessary to meet their specific project unit size, number and mix objectives during the design development stage. Accordingly, the approved projects exceed the Sub-Area Plan and Design Guidelines figure by approximately 3 675 square metres.

Second, it is anticipated that approximately 120 to 130 units, dependant on actual unit mix, may be constructed on Parcel 1A. Assuming an average gross floor area per unit of 100 square metres, (see Table 3.3), a building containing approximately 13 200 square metres would be accommodated on Parcel 1A to a maximum height of 12 storeys. Table 3.2 summarizes the above two factors

in a chart form and within the context of the remaining parcel allocations.

From the viewpoint of existing residential density permitted on Bathurst Quay the additional gross floor area sought in this submission cannot be viewed as significant.

The existing Official Plan (Section 8.5.3) permits buildings containing residential gross floor area up to a maximum density of 0.98 times the area of the lot. To accommodate the additional residential density noted above an amendment would be required to permit buildings containing residential gross floor area up to a maximum density of approximately 1.15 times the area of the lot. Similarly, the existing Zoning By-law (Section 8) permits buildings containing rsidential gross floor area up to a maximum of 99 038 square metres. To accommodate the additional residential development proposed above an amendment would be required to permit the erection of buildings containing residential gross floor area up to a maximum of 116 336 square metres.

Amendments to both the Official Plan and Zoning By-law are required to permit the commensurate increase in the aggregate residential and non-residential density. The amendments to the Official Plan and to the Zoning By-law will represent an increase of 14.5 percent in the aggregate residential and non-residential density.

2.9 Parking Facilities:

The quantity of parking and the location of parking facilities will be provided in accordance with the Zoning By-law and generally in conformance with the intent of the Bathurst Quay Design Guidelines. Parcel 6, the parcel designated for private sector development, has been severely reduced in land area in favour of larger development parcels designated for assisted housing uses. Consequently, the initial assumption that sufficient parking to meet the minimum Zoning By-law requirement could be accommodated within a parking structure entirely located one-half level below grade may no longer be valid.

Harbourfront has been required in other recent developments to exceed the Zoning By-law minimum requirements for private sector condominium housing and this would result in a second level of parking being required. Should this occur, Harbourfront Corporation will appproach the City to determine the most appropriate method to accommodate the additional parking from an urban design point of view. This could include asking the City to re-consider the 1.5 metre height restriction now existing in the Bathurst Street view corridor.

Map 4.5 illustrates the general location of access to, and egress from, all potential parking activities related to the proposed development in this Sub-Area. The location of parking access and drop-off zones is generally restricted to street frontages other than Lake Shore Boulevard, except for the drop-off zone for Parcel 1A which is indicated along the Lake Shore Boulevard parcel frontage. In response to concerns expressed by the Commissioner of Public Works, this proposed drop-off may be relocated from Lake Shore Boulevard at the time of Development Review, if it can be done in a fashion which does not adversely affect the family unit count.

The access proposed for Parcel 1A will create a considerable improvement to the current traffic situation as discussed in Section 2.10, below.

The specific location of parking facilities, access and egress faciltiies, drop-off zones, etc., will be finalized at the time of development review.

2.10 Service and Loading Facilities:

Map 4.5 indicates the general location of all proposed access zones to service and loading facilities for the development parcels within this Sub-Area.

The current access to the existing retail gasoline service station is virtually unrestricted due to a continuous "curb-cut" along the entire Stadium Road and Lake Shore Boulevard frontages. This Sub-Area Plan proposes the deletion of the present gasoline service station use and, as a result, the deletion of the heavy access and egress traffic associated with this type of use. The proposed service access, due to its restricted nature, will result in a net improvement to the current situation.

2.11 Public Transit Service:

No amendments are being proposed.

2.12 Intermediate Capacity Transit System (I.C.T.S.):

The intent of this Sub-Area Amendment Plan is to bring the approved Bathurst Quay Sub-Area Plan into conformance with the comments received from the Metropolitan Toronto Planning Department with respect to the provision of public transit.

The cancellation of plans for an I.C.T.S. route permits the deletion of the 5-metre set-back provisions from the south boundary of the existing Lake Shore Boulevard right-of-way and its

replacement with a±2.5 metre set-back from the street right-of-way to major building planes.

The restriction on the development of family units and personal recreation space within four storeys of grade and facing Lake Shore Boulevard is now also deleted.

2.12 Building Envelopes:

The building envelopes, indicated on Map 4.6, have been designed to conform to the original site plan objectives approved in the Bathurst Quay Sub-Area Plan.

The revised building envelopes have also been designed to conform to the objectives of Section 2.3 of the Official Plan, Section 35 of the Zoning By-law and the City's Light, View and Privacy Standards.

Parcels 1A, 1B and 6 are all located within Height Flexibility Zone 6 established by Section 35(9) of the Zoning By-law. This Section permits the construction of buildings in excess of the 25-metre height limit, provided that certain minimum areas having frontage on Lines A and B as defined in Schedule 4 of the Zoning By-law are left clear and unobstructed above the height of 25 metres.

Parcel 1A takes advantage of this Height Flexibility where the proposed building envelope will permit the development of a structure in excess of 25 metres up to a maximum of 46.0 metres on Line A and of 50.0 metres on Line B in the location indicated on Map 4.6. The maximum height of this project will be 35 metres (12 storeys).

The proposed building envelope for Parcel 1B also permits a structure in excess of 25 metres in height up to a maximum length of 38.0 metres and 35.0 metres on Lines A and B respectively. The maximum height of the tower will be 10 storeys. For the remainder of Parcel 1B the proposed structure(s) will conform to the 25-metre height limit and, in any event, be not less than 3-1/2 storeys in building height.

The proposed building envelope for Parcel 6 is largely dictated by the location of the Bathurst Street view corridor. Consequently the proposed building envelope and building height do not substantially differ from the approved Bathurst Quay Sub-Area Plan.

The proposed combined length of building frontages above the 25-metre height limit on Parcels 1A, 1B and 6 has been reduced from the Bathurst Quay Sub-Area Plan, and is an improvement upon the

high level view conditions approved in the Bathurst Quay Sub-Area Plan.

Minimum building set-backs will be provided adjacent to all parcel boundaries at street rights-of-way, except as discussed below, and as initially proposed in the Bathurst Quay Sub-Area Plan (see Map 4.6).

The amended building envelope design proposes a minimum ± 2.2 metre set-back from the existing Lake Shore Boulevard right-of-way as opposed to the previously maintained 5-metre set-back at this location as discussed in Section 2.11.1, above.

The approved Bathurst Quay Sub-Area Plan also proposed that parking facilities will generally be located one-half level below grade and, therefore, will be permitted to extend to all parcel boundaries in front of the set-back lines. This Sub-Area Plan also proposes that this provision be applied to Parcels 1A, 1B and 6 where half level below grade parking will be permitted to extend to all parcel boundaries in front of the set-back lines established on Map 4.6.

Map 4.7 illustrates the views and vistas created by the proposed building envelopes for this section of Bathurst Quay. No significant departure from the approved Bathurst Quay Sub-Area Plan is being proposed.

The Bathurst Street view corridor will be even more strongly defined at the north end of the site by the proximity of the two envelopes above the 25-metre height limit on Parcels 1B and 6. The corridor's symbolic and conceptual role as the linkage of the waterfront with the City grid will be made much more apparent. Subject to the comments in Section 2.9 of this Plan, the height limit on the view corridor will remain at 1.5 metres.

2.13. Pedestrian Circulation System:

No signfiicant amendments are being proposed from that approved in the Bathurst Quay Sub-Area Plan.

Map 4.9 illustrates the revised pedestrian circulation within the immediate vicinity of the Sub-Area boundaries and specifically identifies the minor revision to the location of the pedestrian through-route which will be developed through Parcel 1B to provide a secondary connection between Lake Shore Boulevard and North Street.

2.14 Recreation Space:

No amendments are being proposed to the provisions respecting recreation space from the general principles contained in tne approved Bathurst Quay Sub-Area Plan.

The increase in the number of residential units will generate additioanl recreation space requirements to those shown on Table 5 of the Bathurst Quay Sub-Area Plan. Absolute quantities of recreation space will be provided at the time of development review and will be in conformance with the requirements of the Zoning By-law.

2.15 Community Services and Facilities:

Current planning anticipates the development of a ± 600 square metre Community Services and Facilities component in the Parcel 1A development. Table 3.1 indicates this proposed bonus gross floor area allocation as well as minor revisions to the Community Services and Facilities bonus allocations to the remaining parcels.

2.16 Housing Goals:

The proposed amendments revise the housing goals statements contained in the approved Bathurst Quay Sub-Area Plan, and results in an increase in the number of assisted housing units and units suitable for families with children. This occurs for two reasons. First, the overall increase in the anticipated number of units on Bathurst Quay from 959 to approximately 1,135 raises the required number of assisted housing units on Bathurst Quay from 500 to approximately 567. The transfer of the John Quay requirement of 135 units to this quay raises this total to approximately 702 units. Second, there have been changes to the proposed site plan, including the deletion of the Group Homes, which increase the amount of family housing that can be built.

The Harbourfront Official Plan sets out a number of the objectives that have been achieved by this Plan. With the proposed amendment, the Official Plan target of 33 percent of assisted units being for families will be exceeded (approximately 39 percent), the target of 10 to 20 percent of all units being for families will be exceeded (approximately 23 percent), and that the proportion of 3 or 4 bedroom units amongst the assisted units will remain at the same high level as in the original plan (approximately 18 percent).

However, there will remain a requirement for approximately 50 assisted units on Bathurst Quay that has not been met with this plan. This requirement will be met elsewhere on the Quay.

2.17 Environmental Goals:

A letter prepared by SNC Consulting Engineers commenting on the proposed built form changes and their effect on the noise environment as initially outlined in the approved Noise Impact Statement will be forwarded shortly.

2.18 Compatibility between Uses:

No situations of incompatibility are anticipated as a result of the amendments proposed.

2.19 Peak Hour Traffic Generation:

None of the amendments proposed in this Sub-Area Plan have transportation implications within the scope of Section 4.1(a)(xx) of the Master Agreement.

2.20 Existing Gross Floor Areas:

As discussed in the approved Bathurst Quay Sub-Area Plan, Harbourfront will endeavour to incorporate the service station structures of historical significance into the new development on Parcel 1A. The two structures have a combined Gross Floor Area of approximately 90 square metres.

APPENDIX B

Copy of a letter from the Commissioner of Public Works to Harbourfront Corporation dated October 4.

I refer to your letter of October 1, 1985 in which you request that I reconsider my recommendation regarding the removal of the proposed parking access to Parcel 1A from Stadium Road.

I have reviewed this matter and, in light of the need to secure the family housing units in an appropriate location on Parcel 1A, the limited frontage on North Street and reduced number of proposed units for Parcel 1A, I am prepared to allow the parking access to be from Stadium Road. However, this access must be designed so as to be at least 150 feet from Lake Shore Boulevard West. The approximate access location illustrated in Figure 4.5 of the Amendment would be acceptable. I would still recommend that the drop-off zone for Parcel 1A be located off North Street (assuming that the service access will be combined with the parking access off Stadium Road).

Letter from the Commissioner of Public Works to the Commissioner of Planning and Development dated September 26, 1985.

I refer to your letter of September 18, 1985, regarding the above noted matter. I have reviewed the Bathurst Quay Amendment Plan and would make the following comments:

1. Parking and Access:

   Although the specific locations of access and egress points and drop-off zones will be finalized at the time of development review, the proposed parking/vehicular access to Parcel 1A from Stadium Road should be eliminated due to its proximity to the intersection of Stadium Road and Lake Shore Boulevard West. This access point should be moved to alocation off North Street (preferably at the eastern extremity of Parcel 1A). In addition the service access and drop-off zone for Parcel 1A should also be moved from Lake Shore Boulevard West to North Street.

I would support the principle that a second level of parking may be required for the private sector condominium development on Parcel 6.

2. Noise Impact Statement;

The revised Noise Impact Statement indicating the effects of the proposed built form changes on the noise environment, as initially outlined in the previously approved version, must be submitted to me for my review and approval.

Copy of a letter from the Commissioner of Metro Planning to the Commissioner of Planning and Development dated October 3, 1985.

As requested, we have examined the above application within the context of Metropolitan planning and development principles and policies and wish to advise that we have no objections to these proposals.

We have been advised by staff of your Department that the proposed service access on Lake Shore Boulevard has been relocated to the local road system. We wish to advise that we concur with this modification as it eliminates potential conflicts between service vehicles and Lake Shore Boulevard traffic.

APPENDIX C

Copy of a letter from Harbourfront to the Commissioner of Public Works dated October 1, 1985.

It is my understanding that your report on the Bathurst Quay Sub-Area Plan Amendment to the Commissioner of Planning and Development includes a recommendation which prohibits parking access to Parcel 1A from Stadium Road.

The Harbourfront Official Plan requires that Harbourfront provide a significant number of assisted family units on Bathurst Quay. It is Harbourfront's view that one of the significant opportunities offered by the proposed Sub-Area Plan Amendment relates to the provision of additional family housing units in the most suitable locations.

The result of that recommendation will require that parking access will have to be taken by way of North Street, which therefore will reduce the amount of the already limited North Street frontage available for family units. In Harbourfront's view, the Stadium Road frontage is not particularly desirable for family units as a result of the existing parking access and loading areas for the Dylex building located directly across the street.

Given the relatively small number of cars requiring access to Parcel 1A, (now reduced to approximately 75 cars as a result of the proposed recommendation of the Commissioner of Planning and Development that the unit count on Parcel 1A be reduced to approximately 135 units) I am requesting that your Department reconsider this recommendation so as to allow parking access to Parcel 1A from Stadium Road.